
BLM New Mexico State Aviation Plan 2015



Department of the Interior
Bureau of Land Management



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TABLE OF CONTENTS

1.0	BLM NEW MEXICO STATE AVIATION PLAN	4
1.1	Purpose.....	4
1.2	Mission Statement.....	4
1.3	BLM New Mexico Aviation Philosophy	4
1.4	BLM New Mexico Aircraft Management Strategy	4
1.5	Authority	5
1.6	Policy	5
2.0	AVIATION MANAGEMENT ORGANIZATIONS	6
2.1	Department of the Interior (DOI).....	6
2.2	National Aviation Groups/Committees.....	6
2.3	BLM	6
2.4	BLM New Mexico	7
2.5	Other Aviation Positions.....	9
3.0	ADMINISTRATIVE REQUIREMENTS	11
3.1	General	11
3.2	Reporting and Documentation Requirements	11
3.3	Aviation Plans: State and Local Unit	11
3.4	Aircrew Orientation Briefing Package.....	12
3.5	Land Use Policy for Aviation Activities.....	12
3.6	Budget	13
3.7	Aircraft Flight Service Ordering	13
3.8	Aircraft Contracts.....	14
3.9	End Product Contracts	16
3.10	BLM Supplemental Fire Aircraft Acquisition.....	17
3.11	Cooperator Aircraft	17
3.12	Senior Executive Service (SES) Flights	17
3.13	BLM Law Enforcement (LE) Flights	17
3.14	Search and Rescue (SAR) Flights	18
3.15	National Guard and United States Military Aircraft Flights	18
3.17	Dispatching - Flight Requests	18
3.17	Aircraft Flight Service Ordering	18
3.18	Aircraft Use Payment Systems.....	19
3.19	Coding for Flight Use Reports	19

5.24	Wild Horse and Burro (WH&B) Operations.....	30
5.25	Aerial Capture, Eradication and Tagging of Animals (ACETA).....	31
5.26	Smokejumper Operations.....	31
5.27	Light Fixed Wing Operations.....	31
5.28	Law Enforcement (LE) Operations	31
5.29	Unmanned Aerial Systems (UAS).....	31
5.30	Fleet Aircraft.....	30
6.0	BLM AVIATION TRAINING	32
7.0	AIRSPACE COORDINATION	33
7.1	Interagency Airspace Coordination	33
7.2	Flight Planning, Hazards, and Obstructions.....	33
7.3	Fire Traffic Area (FTA)	33
7.4	Temporary Flight Restriction (TFR).....	33
7.5	National Firefighting Transponder Code (1255)	33
7.6	Airspace Boundary Plan.....	33
7.7	Airspace Deconfliction	33
7.8	Airspace Conflicts.....	33
7.9	Operations along Foreign Borders	33
7.10	Airspace Agreements –Memorandums of Understanding (MOU)	34
7.11	Emergency Security Control of Air Traffic (ESCAT)	34
8.0	AVIATION SECURITY - AIRCRAFT and FACILITIES	35
9.0	AVIATION FACILITIES.....	36
	Appendices.....	37

BLM New Mexico State Aviation Plan 2015

non-initial attack operations within the District is at the District Manager (DM) (or acting DM) level. Assignment of exclusive use aircraft outside of the State for extended attack fire or non-fire projects requires coordination with the State FMO and FMO approval. The State FMO shall coordinate with District FMO's regarding movement of aircraft within the State based on established priorities and anticipated critical fire weather.

1.5 Authority

This operational plan meets BLM policy requirement as described in the BLM Manual 9400 and BLM NAP.

1.6 Policy

See BLM NAP 1.6.

The BLM New Mexico State Aviation Plan (SAP) is procedural policy for aviation program/operations under BLM New Mexico operational control.

1.6.1 Handbooks

- Aerial Capture, Eradication and Tagging of Animals (ACETA) Handbook
- Aviation Life Support Equipment Handbook (ALSE)
- The BLM Wild Horse & Burro Aviation Management Handbook (WH&B)
- Interagency Aviation Transport of Hazardous Materials Handbook
- Law Enforcement Short Haul Policy
- Military Use Handbook

1.6.2 Plans

- The BLM NAP
- The BLM New Mexico SAP
- The BLM District/Unit Aviation Plans

1.6.3 Guides

- Interagency Aerial Ignition Guide (IAIG)
- Interagency Aerial Supervision Guide (IASG)
- Interagency Airspace Coordination Guide (IACG)
- Interagency Airtanker Base Operations Guide (IATBOG)
- Interagency Helicopter Operations Guide (IHOG)
- Interagency Helicopter Rappel Guide (IHRG)
- Interagency Single Engine Airtanker Operations Guide (ISOG)
- Interagency Smokejumper Pilots Operations Guide (ISPOG)
- Interagency Standards for Fire and Fire Aviation Operations (Redbook)
- Interagency Aviation Training (IAT) Guide

2.4 BLM New Mexico

The BLM New Mexico Aviation Program is managed at two organizational levels within the State; State Office and Districts. The State Office of Fire and Aviation (AZ-931) is responsible for the statewide aviation program. Districts are responsible for aviation activities conducted under BLM New Mexico operational control within the District. The BLM New Mexico has four Districts: Albuquerque, Farmington, Las Cruces, and Pecos. Each District is responsible for:

- Staffing aviation resources and equipping aviation managers and crews.
- Allocating funds to meet required aviation training (labor, flight time, travel).
- Allocating funds for non-fire aircraft contracts.
- Developing Project Aviation Safety Plans (PASP) for local projects utilizing aircraft.
- Developing agreements with cooperators for aviation support of District programs.

2.4.1 BLM New Mexico State Director (SD)

Aviation responsibilities are outlined in the BLM NAP section 2.5 and 350 DM 1 Appendix 4.

- State Directors are responsible for all aviation activities within their respective jurisdiction.
- Each state will assign a SAM. The SAM position provides oversight of the State Aviation Program and support to the State/District/Field Offices on all aviation matters.
- Disseminate departmental and BLM aviation policy and information.
- Promote the BLM Aviation Safety Management System (SMS).
- Assign a liaison for any BLM New Mexico aviation incident/accident investigation.
- Ensure adequate aviation management staff and funding in partnership with FA-500.

2.4.2 BLM New Mexico State FMO

The State FMO supervises the SAM, and has the authority to prioritize allocation and pre-positioning of fire aircraft assigned to the BLM within the State. Aviation management authorities and responsibilities are described in the delegation of authority from the SD. Specific responsibilities are described in the BLM NAP section 2.5.

- Directs the statewide aviation program.
- Approves assignment of New Mexico allocated exclusive use aircraft outside of the State; coordinates with the NAO.
- Corrects unsafe fire suppression, aviation and fuels management activities.

2.4.3 BLM New Mexico SAM

The SAM serves as the focal point for the State Aviation Program by providing technical and management expertise regarding the use of aviation resources.

- When directed by the State Office, will mobilize BLM fire aircraft and assigned personnel as requested.
- Delegates or performs the function of the UAM when this position is not assigned.

2.4.7 District/Zone UAM

The UAM is the principal local aviation professional and is responsible for managing and supporting the aviation program for the unit. The UAM has functional responsibility in the following areas and should have a delegation of authority for each area of responsibility:

- See BLM NAP 2.5 for list of major responsibilities.
- May approve low complexity projects (reference 4.3.2).
- Ensures all aircraft ordering and dispatching occurs through the Dispatch Office.
- Coordinates with the SAM any requests for: exclusive use aircraft contracting and performance requirements, contract modifications, extensions, change of start dates and requests for new aircraft rental agreement (ARA) vendors or aircraft.

District Specific:

- Albuquerque District – The Albuquerque District FMO performs the function of the UAM when this position is not assigned.
- Farmington District – The Farmington District FMO performs the function of the UAM when this position is not assigned.
- Las Cruces District – The Las Cruces District FMO performs the function of the UAM when this position is not assigned.
- Pecos District – The Pecos District FMO performs the function of the UAM when this position is not assigned.

2.5 Other Aviation Positions

Description of these positions and their duties are in the BLM NAP 2.5.

2.5.1 Aircrew Members

Aircrew members are classified for BLM aviation operations as those persons who are trained/qualified to perform an active mission function during the flight on an aircraft under BLM operational control. Aircrew members are not classified as passengers.

Typical aircrew members include, but are not limited to:

- Aerial supervision – air tactical group supervisor (ATGS), air tactical supervisor (ATS)
- Smokejumpers (spotters and jumpers)
- Helitack/Rappel (manager and crew)
- Designated observers (fire detection, resource observer, fire recon)

3.0 ADMINISTRATIVE REQUIREMENTS

3.1 General

This section establishes definitions, management responsibilities, policies, and procedures for administration of the BLM New Mexico Aviation Program. The BLM NAP 3.0 describes the overall administrative requirements.

3.2 Reporting and Documentation Requirements

General administration policy for BLM Aviation is found in 350 DM 1 and BLM NAP 3.2.

- Fiscal year District aviation activity is to be reported to the SAM by October 20. The SAM will forward the required form to the UAM's by October 1.
- Aviation Safety Communiqué (SAFECOM) database reports will be submitted within 24 hours of the event.
- Accidents and Incidents-With-Potential will be reported to: (1) OAS Safety (1-888-4MISHAP), (2) SAM/State FMO/SD. For accident notification protocol see Section 4.5.
- Contract Daily Diaries will be maintained by contract Project Inspectors. Copies of all Aircraft Contract Daily Diary's will be forwarded to the SAM every 2 weeks. Significant contract performance events are to be documented and forwarded to the SAM. Contract related documents are to be maintained for 6 years and 3 months after the final payment for the fiscal year.
- Each office will maintain an aviation reference library and aviation files (these may be paper copies and/or electronic documents) per BLM Preparedness Review Checklist #4 "Aviation Management" located at: http://www.blm.gov/nifc/st/en/prog/fire/fireops/preparedness/preparedness_review/checklists.html

3.3 Aviation Plans: State and Local Unit

The BLM Manual 9400 Aviation Management Manual specifies national aviation management policy. The national, State and unit aviation plans describe procedures that implement policy direction in the BLM Manual 9400. State and unit plans supplement national policies and procedures. State and District Offices must not implement policy or procedures less restrictive than the BLM National Aviation Policy. If more restrictive procedure is required, a written request from the State Director is to be sent to the NAO.

3.3.1 State Aviation Plan (SAP)

The SAP serves as an umbrella document for unit aviation plans. The State plan will be updated annually 30 days after issuance of the BLM NAP or prior to April 1. It will be issued, at the State level, by IM, and then submitted to the NAO for inclusion in the BLM Aviation website. The New Mexico State Aviation Plan will be disseminated to the field in electronic format.

3.6 Budget

See BLM NAP 3.6.

The BLM fire exclusive use contracted aircraft are funded through the NAO. The positions to manage and work with the aircraft are budgeted at the State or District level. All other aircraft are funded from fire suppression, severity, or a specific project.

3.7 Aircraft Flight Service Ordering

Only flights with a scheduled air carrier on a seat fare basis and with payment utilizing their Federal Government credit card are initiated by individual BLM employees. Aircraft acquisition and procurement for all other flights are approved to be arranged only by Interior Business Center (IBC) (AQD), (Exceptions - 353 DM 1.2.A & OPM-15). These flights are scheduled, managed and arranged by qualified aviation and dispatch personnel in their respective BLM offices and approved at the appropriate management level (reference State and Unit Aviation Plans).

Aviation services under DOI contract or rental agreement are paid through the IBC. Contractors are responsible for final submission, for payment, through the processes defined by IBC. Assigned Flight/Aircraft Managers are responsible for submission of the OAS-23E. The Contracting Officer Technical Representatives (COTR) and CORs are designated by the Contracting Officer (CO) to monitor aviation services contract performance and technical provisions of the contract.

When ordering aircraft, no modification of contract requirements are authorized, except by the CO.

See BLM NAP 3.7 for information on Ratification of Unauthorized Commitments and Procedures for placing orders against the DOI On-Call/ARA for all "Non-Fire" and "Non-Emergency" aircraft services.

3.7.1 Aircraft Flight Service Ordering

All DOI AQD Contract/ARA aviation services procured by BLM will be funded via an Interagency Agreement with AQD. This will require a substantial amount of lead time for Non-Fire aviation services to ensure the agreements for funding are in place before any flight activity takes place. The user of the aircraft must ensure that an Interagency Agreement (IAA) has been completed by their agency and accepted by DOI. That document will identify the amount, purpose, period of performance and source of the funding.

CROSS SERVICING

DOI AQD Contract/ARA Aviation Services Acquired in Support of Non-Fire Activities: Aviation users must work with local UAM to assure Non-Fire aviation services are ordered in accordance with State/District protocols to include:

Changing the Contract Start Date: The aircraft start dates can be changed to accommodate the Government work or training schedules. If the start date is altered from that shown on the original OAS-16, the COR will notify the Deputy Division Chief, Aviation (FA-500). The start date of the exclusive use period may be adjusted up to 14 days prior to, or 14 days after the normal start date (as stated in the aircraft contract). The start date is established by a Notice to Proceed Form (OAS-19) issued by the COR. Adjusting the start date does not alter the length of the use period.

Funding through the following code: **LLFA540000.LF1000000.HT0000** begins on the new start date and is available continuously for the total number of exclusive use days (excluding contract extension) specified in the contract.

Contract Extension: Mutual Extension - the exclusive use period may be extended on a day-by-day basis after the Mandatory Availability Period (MAP), provided that such extension is agreeable to both parties in writing prior to the extension. An extension on the use period creates use "outside" of the normal exclusive use period and requires early planning, coordination and a contract modification by the CO. It also requires a dedicated funding source approved by the NAO. Daily availability and subsistence/per diem are entitled to the contractor. Extensions are not guaranteed; they require written mutual agreement (contract modification). They are normally used when additional work is anticipated and other funding sources are available. Funding for extensions may be through BLM (i.e. suppression, severity, rehab, resources, etc.) or from another agency which requires a reimbursable agreement to be in place.

- Funding from **LLFA540000.LF1000000.HT0000** is limited to the number of days specified in the contract and **is not** to be utilized during contract extension.
- Use Rates for Pay Item Codes (FT, SM, PD, EP, ET, SC, etc.) - all Use Rates will be charged to the appropriate office and benefiting activity, but not to the NAO code.
- The SAM will make a request for any Exclusive Use contract extension a minimum of five working days prior to end of exclusive use period to the Deputy Division Chief, Aviation.
- Contract extension on Severity Funding must be requested by the State and approved by the national office through the standard severity request process.

3.8.3 On-Call/Call-When Needed (CWN) Aircraft Contracts

The OAS administers the on-call contracts that provide aircraft for Small Helicopters, Aerial Supervision, SEAT, Aerial Capture, Eradication and Tagging of Animals (ACETA), and Wild Horse and Burro operations. The use of the OAS on-call contracts is prioritized over use of the USFS CWN contracts; however, BLM can use USFS contracted aircraft per compliance with procedures described in the OAS OPM-39. An Interagency Agreement (IAA) is required to be in place for non-fire suppression projects.

The USFS/DOI CWN contract for Types 1 and 2 helicopters are available for use by BLM. Follow national and Geographic Area Mobilization Guide procedures. Aircraft

aircraft is being conducted within Military Airspace (MOA, RA, MTR), it is the responsibility of the contractor to coordinate with the Military Airspace Scheduling Office. The BLM COs and CORs should inform the contractor of any BLM agreements with the military organizations regarding airspace. The UAM may contact the Scheduling Office to alert them of the project and general time frames and provide contractor contact information.

3.10 BLM Supplemental Fire Aircraft Acquisition

See BLM NAP 3.10 for details.

Fire Aircraft Needed to Fill Large Fire Orders: The BLM exclusive use aircraft are primarily intended for initial attack operations. If there is a request through the Resource Ordering Status System (ROSS) program for any exclusive use aircraft in the State to fill orders for a "large extended attack fire", typically Type 1 or 2 IMT assignments, notification by the District Duty Officer, to the State FMO or SAM is required before filling the order.

3.11 Cooperator Aircraft

See BLM NAP 3.11 for details.

Use of state or local government, military or other Federal agency aircraft by BLM employees will require prior inspection and approval by OAS unless the aircraft and pilot have already been approved. Proposed use of these aircraft must be requested through the SAM to the NAO.

Any BLM New Mexico employee who is requested to participate in mission type of aircraft operations by another agency shall receive approval from their respective UAM or SAM prior to participation.

3.12 Senior Executive Service (SES) Flights

See BLM NAP 3.12 for details.

Aircraft may be used to transport SES personnel to meetings, administrative activities or conduct mission type of flights. These flights are requested through the UAM and usually arranged by the appropriate local dispatch.

- Mission type of flights can be arranged without DOI Solicitors immediate involvement. Coordination prior to the flight with the SAM will be required.
- Transportation type of flights will require coordination and approval from the DOI Solicitors office by the SAM.

3.13 BLM Law Enforcement (LE) Flights

See BLM NAP 3.13 for details.

3.17.1.2 Aircraft Services Acquired in Support of Non-Fire Activities

1. Districts identify a need for a non-fire flight.
2. The UAM and project lead complete an OAS-91 Flight Services Request Form/Best Value Comparison to identify a particular aircraft and associated cost.
3. The project lead completes a purchase request (PR) in FBMS. The UAM and project lead will complete a DOI Aviation PR Submittal Form (OAS-91), and forward a copy to the SAM.
4. The SAM coordinates with State Office budget that completes an IAA with OAS. Once completed, the IAA will cover planned flights, as long as funding remains available. The OAS-91 is then submitted to AQD by email (amd91@nbc.gov) or fax to 208-433-5043.
5. If more flights are necessary, the project lead and UAM will coordinate with State Office budget and additional funding may be obligated under the same agreement.
6. The AQD obligates funds provided in the IAA prior to the flight.
7. The vendor submits the invoice through AMS and to OAS for payment. The vendor must identify the IAA # during the submission process or vendor will not have access to Aviation Management System (AMS).
8. The OAS intra-government payment and collection (IPAC) will be sent to BLM New Mexico after payment has been made to the vendor.
9. State Office budget and districts ensures any remaining project funding is de-obligated from the agreement.

3.18 Aircraft Use Payment Systems

See BLM NAP 3.18 for details.

3.19 Coding for Flight Use Reports

See BLM NAP 3.19 for details.

The UAMs must ensure that coding on flight use reports is correct and invoices are properly completed.

Billee Codes are obsolete and are no longer required on either the OAS-23 or AMS.

The OAS has issued new mission codes through the OAS Tech Bulletin 10-01. Use of the new mission codes is mandatory. Mission codes are only used for flight time.

3.19.3 Cost Strings

See BLM NAP 3.19.3.

All fire exclusive use aircraft daily availability, during the established use period, is charged to: LLFA5400000.LF1000000.HT0000. (Note: there is no mission code for daily availability.) All other charges are made against the appropriate user charge code.

4.0 SAFETY

4.1 General

The BLM Aviation Safety Program is modeled after the Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) Safety Management Systems. As of 2013, an SMS program is required by the Government Services Administration (GSA).

Each BLM employee and contractor involved with aviation has the responsibility to plan missions thoroughly, conduct missions with a conservative attitude, and respect the aircraft and environment in which they operate.

4.2 Safety Management Systems (SMS)

The SMS serves to structure the BLM existing safety initiatives and provides a review process for how well those initiatives function. Safety is a system that incorporates a proactive approach to using hazard identification and risk management in all phases of an aviation operation and programs. The SMS has four major components: policy, risk management, assurance and promotion. More information is available on the [Lessons Learned website](#).

4.3 Safety Policy

Aviation management policies describe authorities, responsibilities, acceptable operating practices and administrative procedures. All aviation safety standards and policy requirements identified in the [BLM NAP 1.6](#) must be followed.

4.3.1 Aviation Life Support Equipment (ALSE)

See [BLM NAP 4.3.1](#) and the [DOI ALSE Handbook](#).

If required ALSE is not available, all flights will be cancelled or postponed until such time the required ALSE becomes available.

Non-fire suppression helicopter flights require that all passengers and aircrew wear OAS approved flight helmets.

Wildland firefighters assigned to wildland fire incidents may wear approved hardhats with chinstraps in lieu of flight helmets when being transported as a qualified non-crewmember during fire operations from an established and managed helibase/helispot to another managed helibase/helispot. A managed helibase/helispot is established when there is a helicopter crewmember or helibase/helispot manager on the ground at the helibase/helispot before the passengers are transported to these locations. All other fire suppression helicopter flights such as reconnaissance, PSD, infrared, cargo missions, etc., require all passengers to wear flight helmets.

that a risk assessment be conducted prior to all low level flights. A low level flight hazard map shall be constructed for the local operational area. All preplanned low level flights require a thorough map reconnaissance of the route to be flown.

- Description of take-off and landing areas
- Pre-flight briefings/After Action Reviews
- Personnel qualifications and currency
- Aircraft and equipment approval
- Airspace coordination and aerial hazard identification
- Risk assessment utilizing the SMS worksheets as appropriate
- Personal protective clothing/equipment (if required)
- Load calculations and/or weight and balance information requirements
- The UAMs review and signature
- Project Lead Supervisor's and Line Officer's approval signature

All PASPs shall be completed in narrative format following the outline above, with the exception of aerial ignition projects, which may utilize the standard format as found in the Interagency Aerial Ignition Guide.

The PASP's and risk assessments will be reviewed and approved before implementation at the appropriate level based on the final risk level of the SMS Risk Assessment and Mitigation Worksheet.

<u>Final Risk Level</u>	<u>Review Level Required</u>	<u>Approval Level Required</u>
Low	UAM	DM or FO Manager
Medium	UAM	DM or FO Manager
Serious	SAM	DM
High	SAM	SD

A good resource for aviation project planning can be found in the Interagency Helicopter Operations Guide Chapter 3. Personnel needing assistance with PASP requirements, content or examples should contact their local UAM.

A courtesy copy of all approved PASP's will be forwarded to the SAM at least 3 business days prior to project implementation.

4.3.3 Aircraft Accident Investigation Process

See BLM NAP 4.3.3.

In the event of an aircraft accident, the BLM New Mexico SAM will act as a liaison between the district management and the investigation team.

4.4 Risk Management

See the BLM NAP 4.4.

- New Mexico is scheduled for an OAS Aviation Program Evaluation in 2016.
- New Mexico will complete fire preparedness reviews on an annual basis.

4.5.4 National Fire and Aviation Operations Alert System

See BLM NAP 4.5.4.

4.6 Safety Promotion

The BLM has developed several ways to promote safety within the aviation program:

- Training
- Communication
- Reporting and Feedback
- Safety and Mishap Information
- Safety Awards

4.6.1 Lessons Learned

See BLM NAP 4.6.1.

The UAM can submit to the SAM, aviation lessons learned from AAR's or events. The SAM will coordinate development of the lessons learned document and submit it to FA-500 Safety.

4.6.2 Aviation Safety Awards

See BLM NAP 4.6.2.

The UAM is the focal point for air awards for events occurring on their Districts. The UAM will coordinate with the SAM who will sponsor the award with NAO Safety.

If available, an approved local flight following frequency will be used for flight following in lieu of local repeater frequencies or national flight following.

Sterile Cockpit: Sterile cockpit rules apply within a 5-mile radius of the airport. The flight crew will perform no radio or cockpit communication during that time that is not directly related to safe flight of the aircraft from taxi to 5 miles out and from 5 miles out until clearing the active runway. This would consist of reading checklists, communication with Air Traffic Control (ATC), Flight Service Stations, Unicom, or other aircraft with the intent of ensuring separation or complying with ATC requirements. Communications by passengers or air crew members can be accomplished when the audio panels can be isolated and do not interfere with flight operations of the flight crew.

5.10 Radio Frequency Management/Communications

Agency specific policies for radio communications may be found in the *DOI Radio Communications Handbook (377 DM)*.

Do not use any frequency without proper authorization from the authorized radio frequency management personnel at the local, state, regional or national level.

5.11 Overdue, Missing or Downed Aircraft

See BLM NAP 5.11.

5.12 Mishap Response

See BLM NAP 5.12.

The Interagency Aviation Mishap Response Guide and Checklist is available on the OAS website and through the fire cache system.

Each District will have an Interagency Aviation Mishap Response Guide and Checklist updated annually and with complete BLM notification information. In the event of a missing aircraft or known accident under BLM operational control or an event involving a BLM New Mexico aircraft or aircrew, Districts are to follow the Mishap Response Guide and Checklist and immediately notify (in order of immediate availability):

- The SAM
- State FMO or Assistant State FMO
- The SD or Associate SD

The SAM will notify the:

- State FMO
- The NAO (in order of availability):
 1. Aviation Safety Manager
 2. Operations
 3. Division Chief

5.18 Airtanker Base Operations

See BLM NAP 5.18.

5.19 SEAT Operations

The BLM New Mexico utilizes SEATs using On-Call and exclusive use contracts. See BLM NAP 3.7 for details.

The SEATs are a national resource and their primary mission is initial attack. Mobilization is managed by dispatch centers with support by a National SEAT Coordinator and Aviation Managers. Operational considerations concerning SEATs can be referenced in the *ISOG* and the *IASG*.

The SEAT Manager (SEMG) responsibilities are outlined in the *ISOG*, and their training and currency requirements are contained in NWCG PMS 310-1.

Utilization of remote/satellite SEAT bases must be in compliance with *ISOG* requirements.

5.20 Foreign Airtanker Operations

See BLM NAP 5.20.

5.21 Aerial Supervision/Leadplane Operations

See BLM NAP 5.21 plus the following:

Aerial supervision's primary function is to manage incident airspace and assist the Incident Commander with fire information, tactical direction of aerial resources and communicate potential developing firefighter and public safety situations. The BLM New Mexico philosophy is that, when available, aerial supervision resources will be dispatched for initial and extended attack to enhance efficiency and safety of ground and aerial operations. The response speed of aerial supervision aircraft is faster than any other resource and should be utilized to maximize initial attack safety, effectiveness, and efficiency. This includes responding to incidents outside of dispatch zone and GACC boundaries.

Air tactical aircraft must meet the avionics typing requirements listed in the *IASG* and the pilot must be carded to perform the air tactical mission.

- Lead plane or aerial supervision module (ASM) is required to be ordered for "congested" (Interagency Aerial Supervision Guide) airspace incidents that have retardant dropping operations.
- Interested potential trainee air tactical group supervisor (ATGS) are considered "mission essential." Other non-aerial supervision persons are not allowed on board during tactical aerial supervision missions. The ATGS has the final decision as to who is on board.

5.21.1 Aerial Supervision Personnel

Refer to BLM NAP 3.8 for Ground Product Contracting.

5.25 Aerial Capture, Eradication and Tagging of Animals (ACETA)

See BLM NAP 5.25.

5.26 Smokejumper Operations

See BLM NAP 5.26 plus the following:

The BLM New Mexico has access to smokejumpers from BLM and USFS through the resource ordering status system (ROSS) (See Geographic Mobilization Guide).

5.27 Light Fixed Wing Operations

See BLM NAP 5.27.

5.28 LE Operations

See BLM NAP 5.28.

5.29 Unmanned Aerial Systems (UAS)

See BLM NAP 5.29.

5.30 Fleet Aircraft

See BLM NAP 5.29.

7.0 AIRSPACE COORDINATION

See BLM NAP 7.0.

7.1 Interagency Airspace Coordination

See BLM NAP 7.1.

7.2 Flight Planning, Hazards, and Obstructions

See BLM NAP 7.2.

7.3 Fire Traffic Area (FTA)

See BLM NAP 7.3.

7.4 Temporary Flight Restriction (TFR)

See BLM NAP 7.4.

7.5 National Firefighting Transponder Code (1255)

See BLM NAP 7.5.

All BLM New Mexico aircraft will utilize transponder code 1255 while directly engaged in fire operations unless otherwise directed by an air traffic control facility.

7.6 Airspace Boundary Plan

See BLM NAP 7.6 plus the following:

Anytime that aircraft are dispatched to or are operating within a 10 nautical mile corridor along dispatch centers jurisdictional boundaries, a notification to the affected dispatch center is required. The sending dispatch center is responsible for the notification.

7.7 Airspace Deconfliction

See BLM NAP 7.7.

Dispatch centers must deconflict any flight that will occur in special use airspace.

7.8 Airspace Conflicts

See BLM NAP 7.8.

Any airspace conflicts that occur will be reported to the SAM as soon as possible.

7.9 Operations Along Foreign Borders

See BLM NAP 7.9 plus the following:

8.0 AVIATION SECURITY - AIRCRAFT and FACILITIES

See BLM NAP 8.0 plus the following:

Districts are responsible for completing the DOI Aviation Security Procedures for Airports or other Aviation Facilities (AAF) on an annual basis.

A copy of the completed document will be kept by the UAM and forwarded to the SAM.

Appendices

See the BLM NAP Appendices for the following:

1. The BLM National Aviation Organization Directory
2. The BLM Fire Acquisition Plan
3. The SES Flight Scheduling Guide
4. Latitude – Longitude Information
5. The BLM SAFECOM Management Roles
6. The OAS Aviation Program Evaluation Schedule
7. The BLM Cargo Letdown Protocol
8. The BLM Cargo Letdown Trainee Qualification Record
9. The BLM Smokejumper Positions to Interagency Aviation Training Functional Crosswalk
10. The BLM Fleet Aircraft Standard Operations Procedures
11. Task Sheet for the Position of Resource Helicopter Manager
12. The BLM Aviation Enhancement Application Form
13. Acronyms